

CITROËN

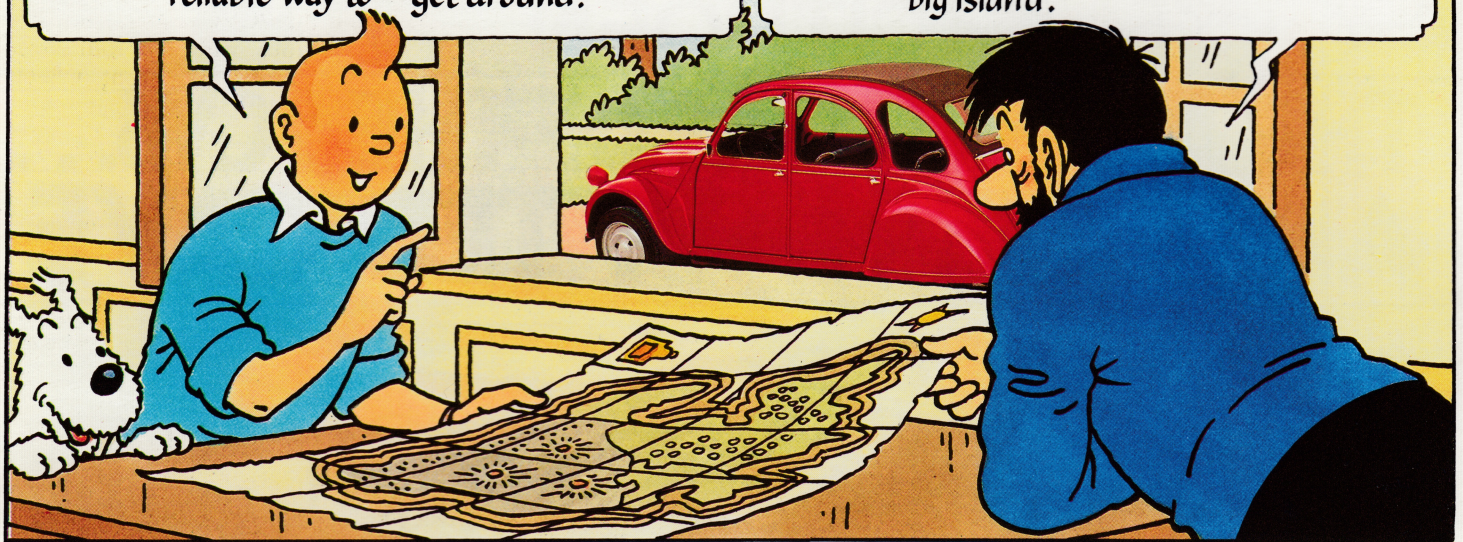
THE ADVENTURES OF THE 2CV6... AND THE HAUNTED CAVE



Captain Haddock has discovered his uncle's old treasure map.

We'll take the 2CV. We'll need a reliable way to get around.

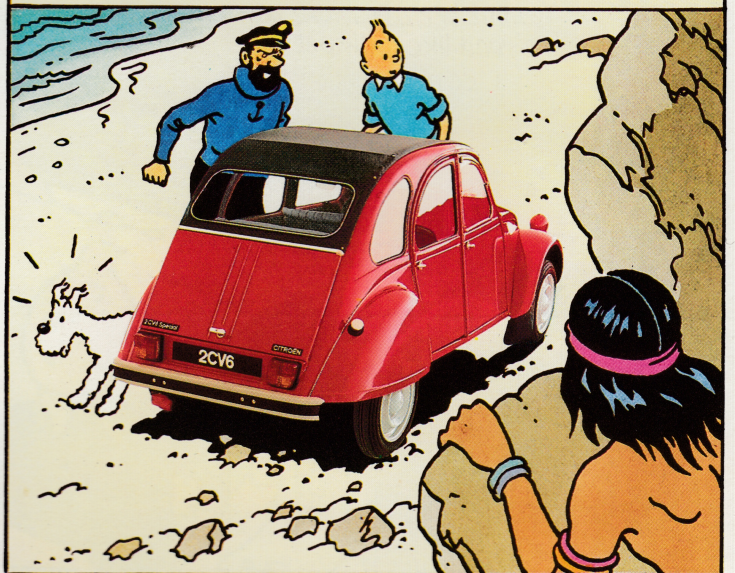
Hmmm...looks like a pretty big island.



A volcanic island. Probably earthquakes too I shouldn't wonder.

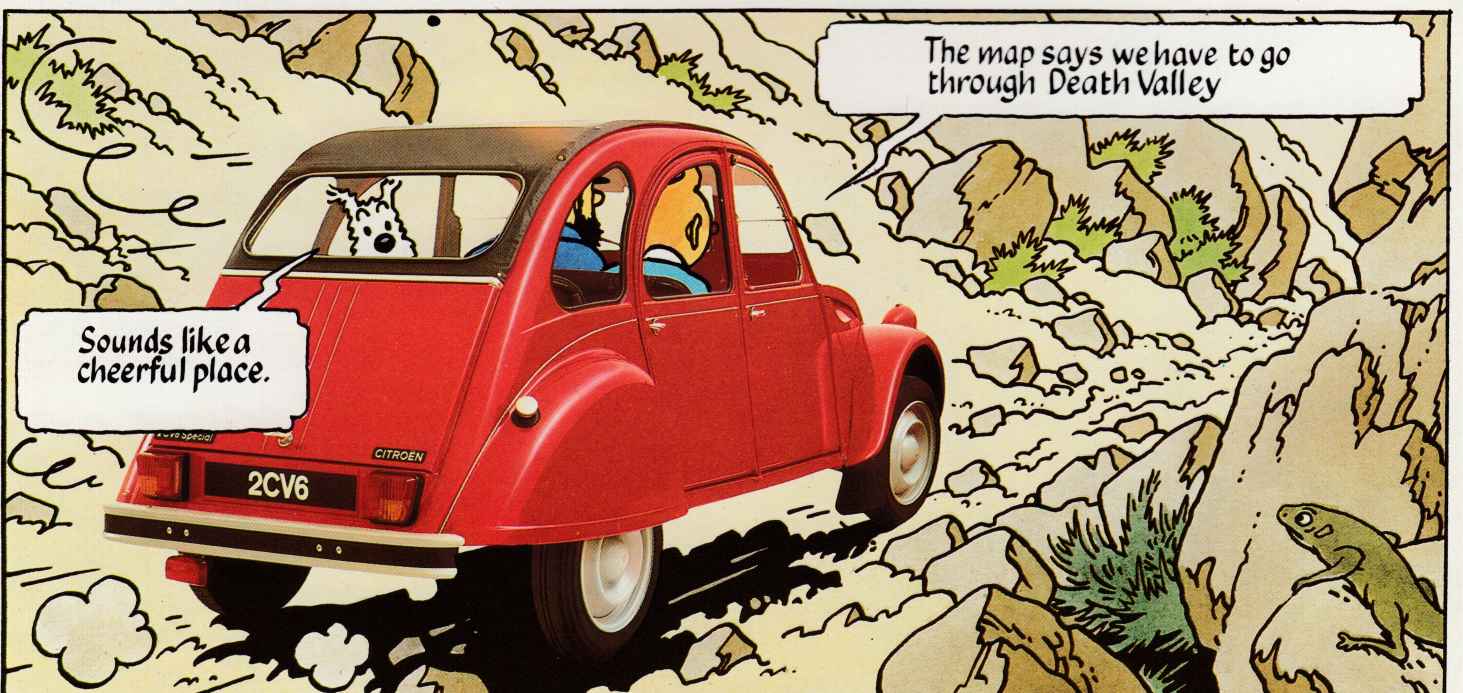


All the provisions are packed into the 2CV...but their arrival doesn't go unnoticed.



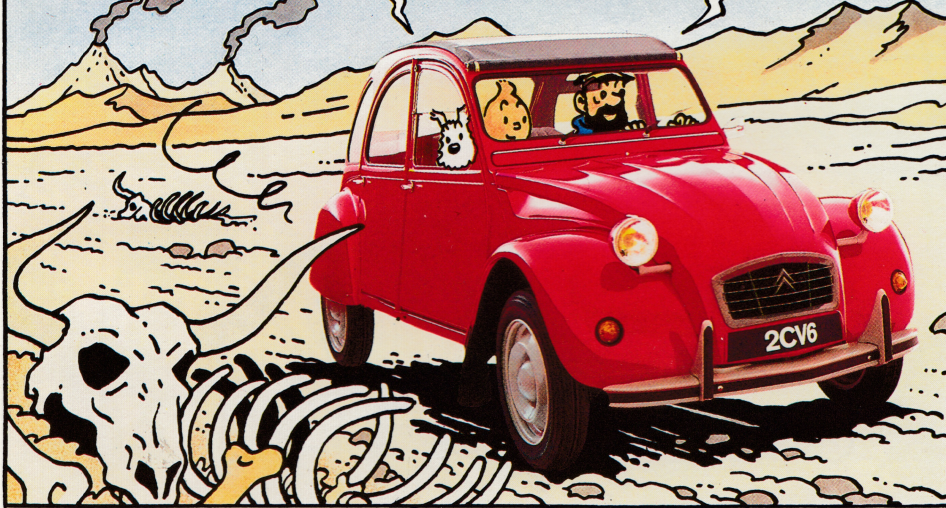
The map says we have to go through Death Valley

Sounds like a cheerful place.



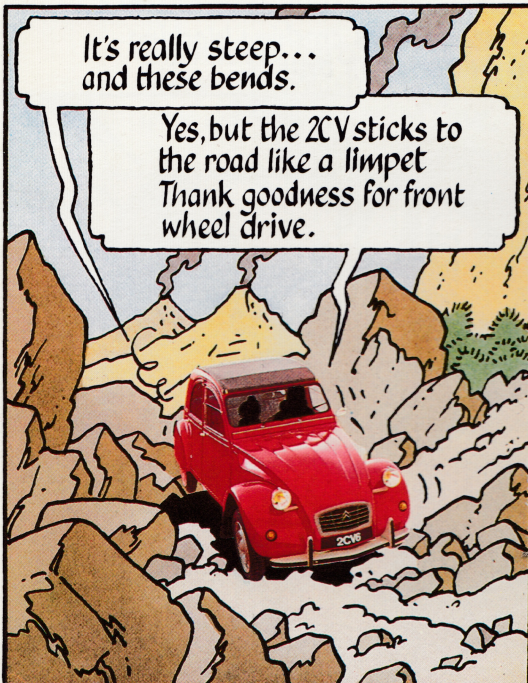
Fortunate that it's so economical too...there aren't many petrol stations around here.

Blistering Barnacles it's so hot. Good thing the 2CV is air cooled and can't boil over.



It's really steep... and these bends.

Yes, but the 2CV sticks to the road like a limpet. Thank goodness for front wheel drive.

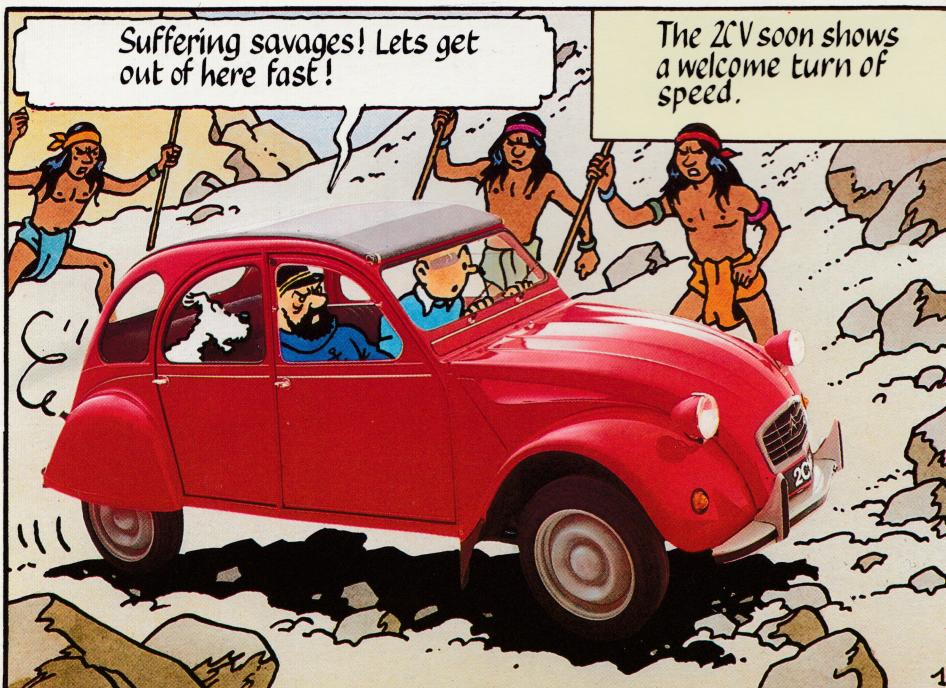


I say thank goodness for its unique suspension.



Suffering savages! Lets get out of here fast!

The 2CV soon shows a welcome turn of speed.



However demanding your trip the 2CV6 is ready and waiting to get you there and back. Economically, comfortably and reliably - after all, it's been going strong for more than 40 years.

Although the 2CV6 is great fun, it's also very serious when it comes to combining features like front wheel drive handling with exceptional road-holding and a surprising amount of space. Not to mention a distinctly practical streak which shows in its toughness and the many easily replaceable body panels.

Right from the start you know you're in a car that has a tremendous amount of character. And that's something that will never go out of style.

YOU'LL LIKE THE THINGS YOU DON'T GET

There are less of the things that cause problems in other cars. Like fewer moving engine parts. The engine, incidentally, is air-cooled so you'll never be troubled by water freezing up or boiling over.

Other features you won't find? There's no belt drive to the fan nor shaft for the oil pump. Instead the fan is driven directly from the crankshaft, the oil pump by the camshaft.

Also conspicuous by their absence are hoses, radiator, a water pump or a distributor.

BASICALLY, IT'S EFFICIENT AND ECONOMICAL

The 29 HP, 602cc flat twin, air cooled engine can be driven flat out all day. Cruising all day for hour after hour is no problem whatsoever. This is partly due to the motion in one cylinder being balanced by the other so that the engine performs smoothly with vibration significantly reduced.

Apart from the attractive fuel economy figures, the 2CV6 will happily whisk you along at a very respectable 71mph. Proof that although the engine has been deliberately kept as basic as possible, this is not at the cost of efficiency.

BIG ON SPACE

The 2CV6 takes four people easily. There's plenty of headroom with space to sit comfortably and a full 7.8 cu. ft. for luggage behind. With the back seat removed, there's almost four times that amount available.

Access is very good thanks to the four doors. Five, if you count the enlarged boot opening at the rear that's available as an accessory. It's very usable space as well. The floor in the passenger compartment is completely flat, thanks to the gear lever being mounted under the dashboard, the front wheel drive and the suspension layout.

READY FOR SUMMER

The 2CV6 is something to see when it goes topless. Because the PVC roof opens much wider than the steel or glass variety. Undo two clips and you can swing open the front of the roof. Roll it all the way back and you're in a fully fledged convertible.

If it's picnic weather, just remove the seats and use them outside the car. It's simple and only takes seconds. This applies to front and rear seats alike, so you can all sit back and enjoy the sunshine.

TAKES UPS AND DOWNS IN ITS STRIDE

To appreciate just how smooth a ride the 2CV6 gives, you need to drive over rugged roads. The suspension soaks up bumps and holes so well it feels as if you were gliding along on a motorway.

The 2CV6 suspension system has springs in a cylinder on each side of the vehicle and this links the front and rear wheels so that any pitching movement is converted to a much more comfortable vertical motion. It also cuts down dramatically the "dive" effect when you brake hard.

Together with the engine being set well forward, the suspension gives the 2CV6 a correspondingly low centre of gravity. The weight is better distributed and stability is improved. The 2CV6 handles like a dream. It's virtually impossible to overturn. Even when it looks as if it's leaning right over on bends, passengers remain firmly and safely seated.

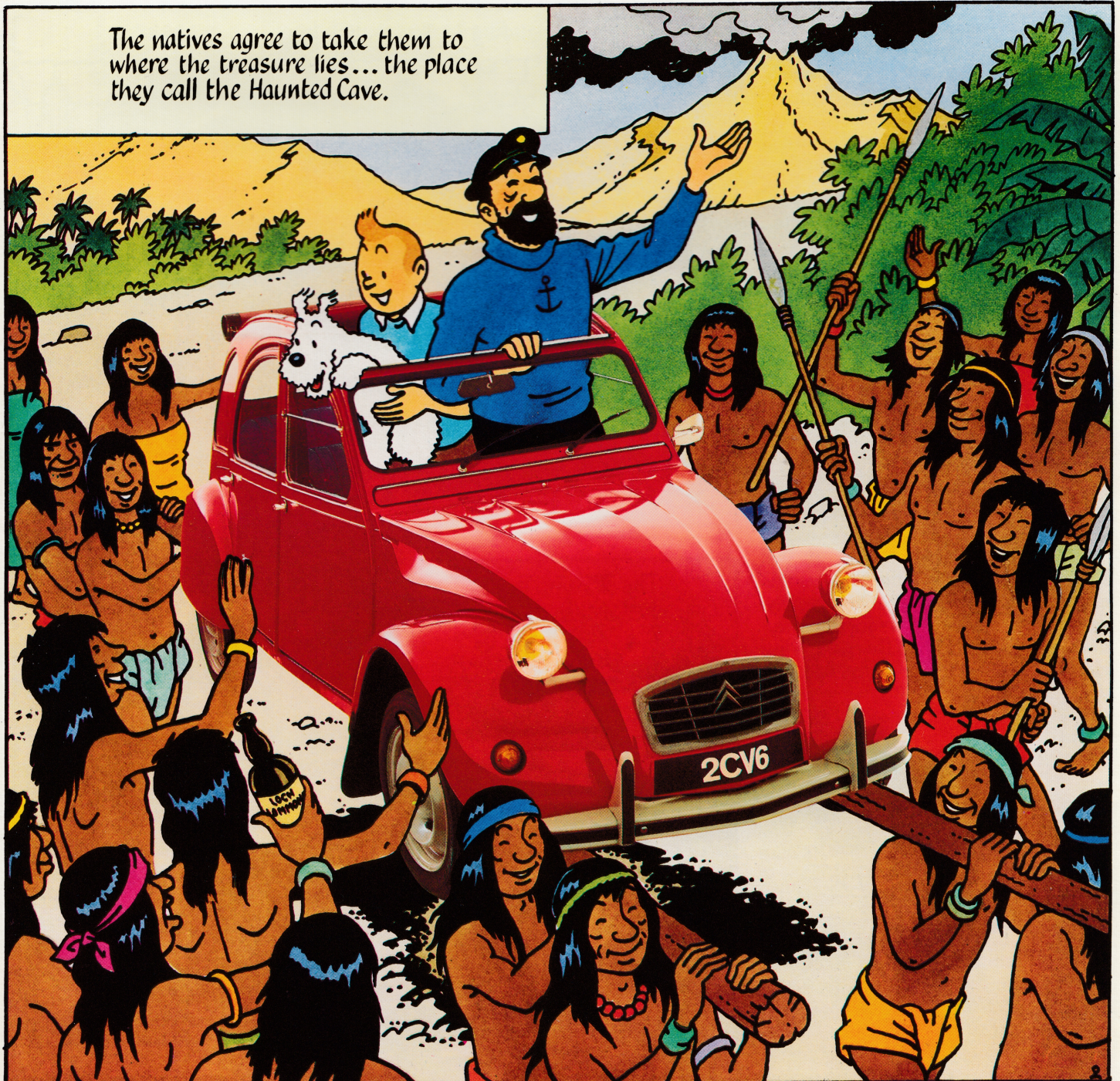
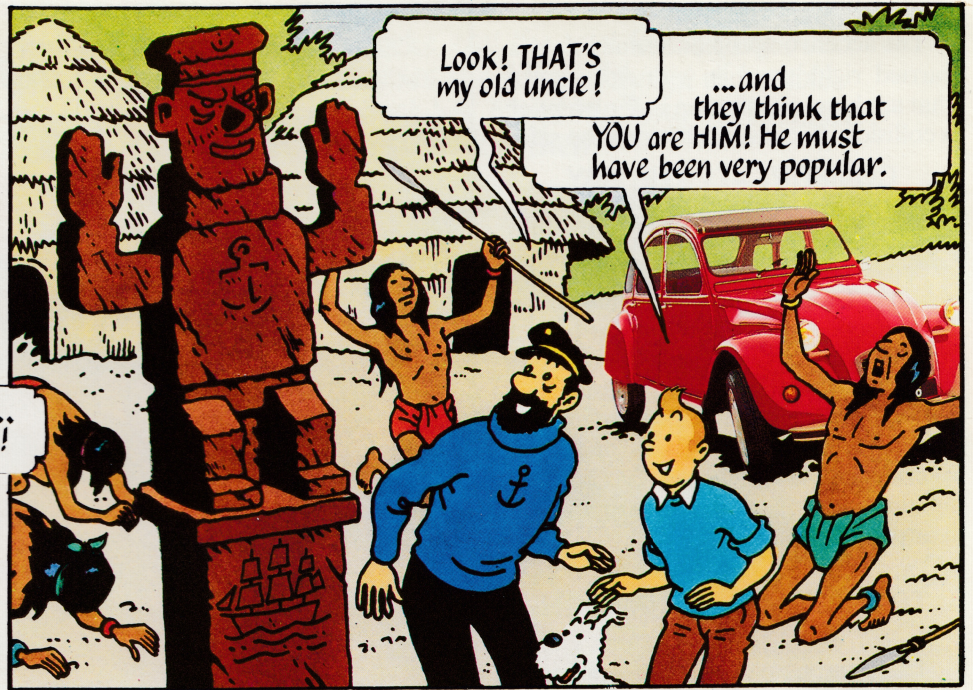
This helps the wheels grip firmly, regardless of road surface or conditions. You may have wondered why the 2CV6 has retained its tall narrow tyres in these days of fat wheels. In fact they reduce the rolling resistance, save petrol and have a long life - rear tyres can last up to 40,000 miles. All in all, there's no car in its class that can equal the 2CV6 for taking the rough with the smooth.

SAFE AND SURE

Making certain that the 2CV6 stops as well as it goes is a system that has front disc brakes mounted inboard. This unusual feature reduces unsprung weight and does wonders for road-holding. Apart from their effectiveness, the positioning of the brakes makes them simple to maintain - you don't even have to remove the front wheels to change the brake pads.

Unlike a heavy car where rigidity and bulk can transfer the effect of an impact to the passengers, a light car such as the 2CV6 can be safer. Because its sturdy platform chassis is combined with an easily deformable body that helps the car decelerate by absorbing energy.





The accent on protection and safety is carried right through with door locks that are burst proof, even in the event of a collision. Because it's better to be safe.

COMFORT ALL THE WAY

Although by nature the 2CV6 is very functional, it's certainly not at the expense of comfort. Just look at the seating. On the Charleston there are cloth padded seats front and rear.

The exterior finish varies across the range from smart to very plush indeed. While inside, extra touches that makes all the difference include moulded interior door handles, interior courtesy lighting, passenger vanity mirror and the rear parcel carrier.

TROUBLE FREE - THROUGH AND THROUGH

The same simple approach applies to the body as well as the mechanics of the 2CV6. Damaged wing panels, doors and even the roof can be easily replaced. The only tools you'll need is a screwdriver, spanner and the wheelbrace which doubles as a starting handle. Fitting a new bonnet and boot are even easier as all you need is your own pair of hands.

Quite a saving in terms of time, money and trouble.

2CV6 SPECIAL

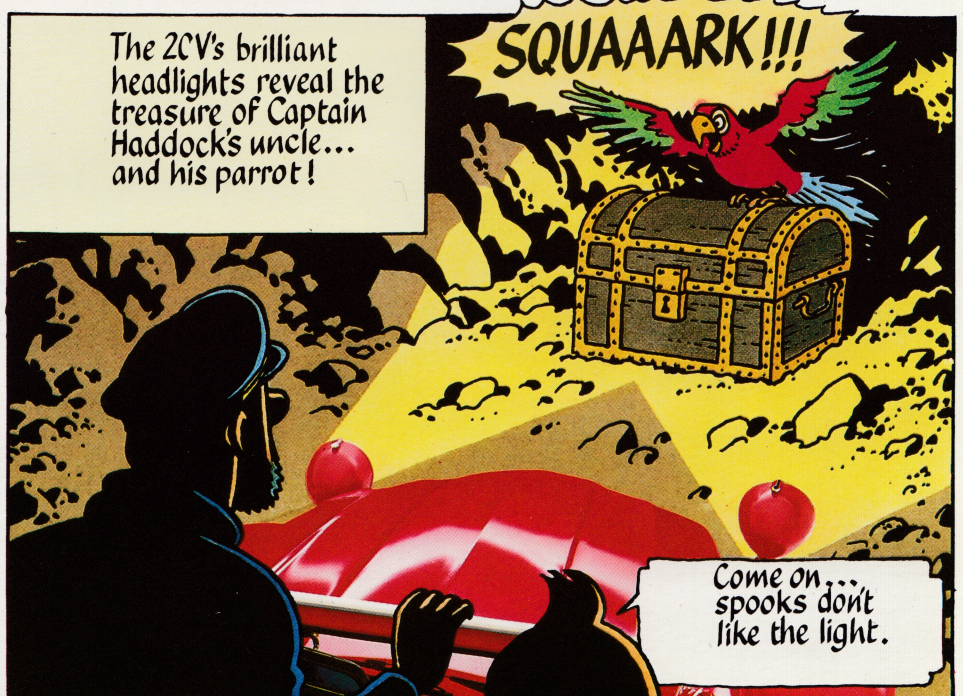
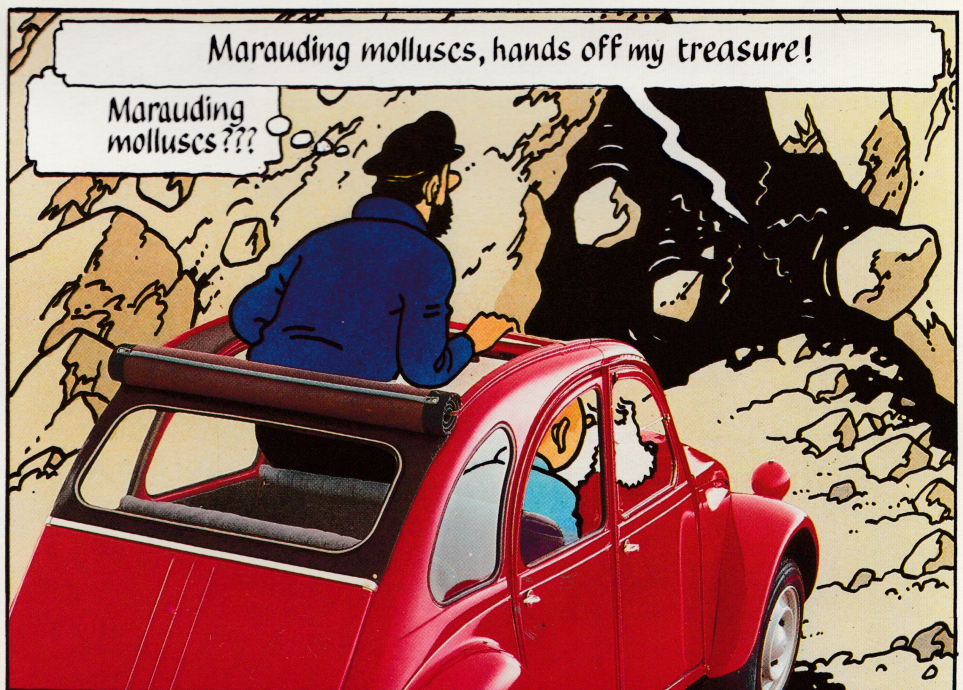
Powered by the efficient, economical 602cc air-cooled engine that pushes the Special to 71mph. Instrumentation is simple with the controls all at hand. Plenty of space for people and luggage. Nearly four times that room when the rear seats are removed. These and the separate front seats are plaid covered. Available in red, white, and blue. Enough to brighten up any road.

2CV6 CHARLESTON

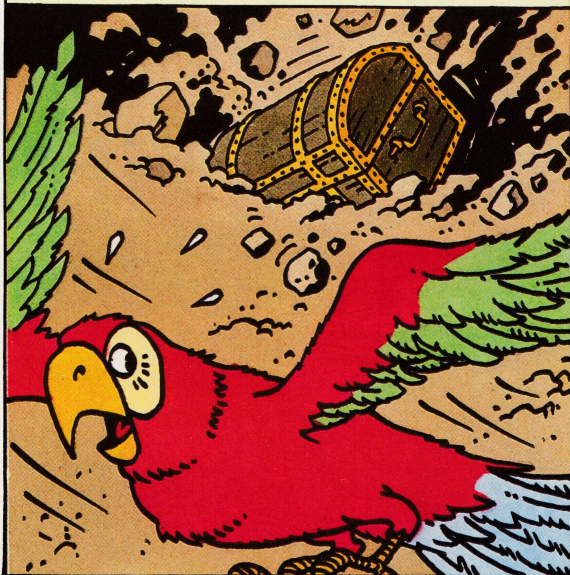
There's more than a little of the Roaring Twenties about the Charleston's exotic colour schemes. You'll certainly agree when you see the choice of finish: dark red and black or two-tone grey. Headlamps are chrome plated and the colour co-ordinated painted wheels have stainless steel hub caps.

The updated console has all the instrumentation you need, right where you need them. Like all 2CV6's, you'll find it's a car that stands out in the crowd.

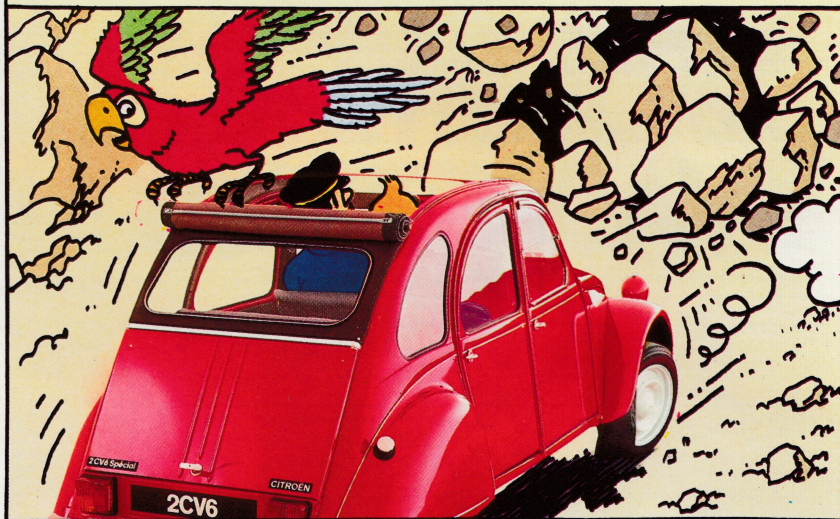
As they near the Haunted Cave the ground trembles once again...and an eerie voice cries out from within.



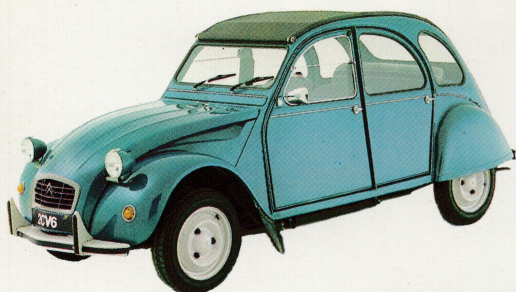
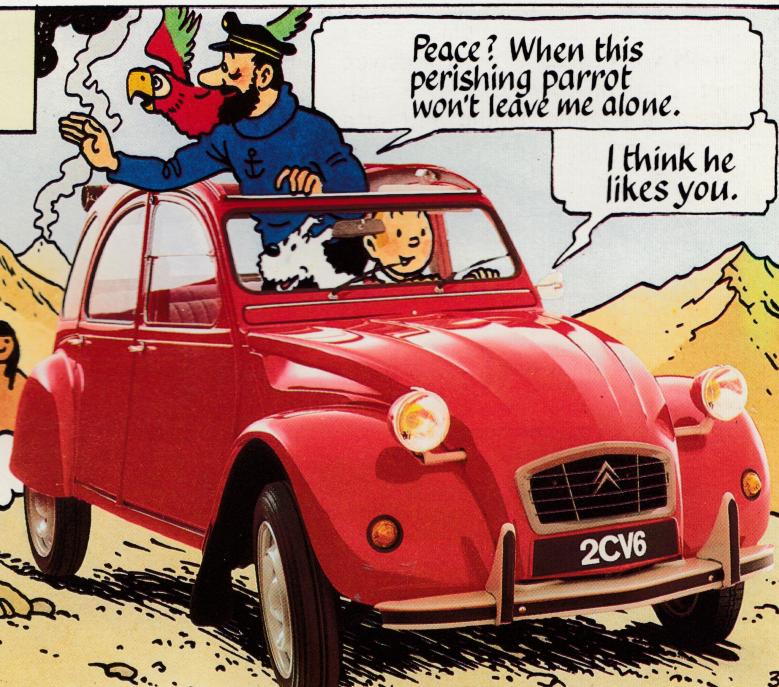
With a terrifying rumble the ground opens, swallowing up the treasure chest.



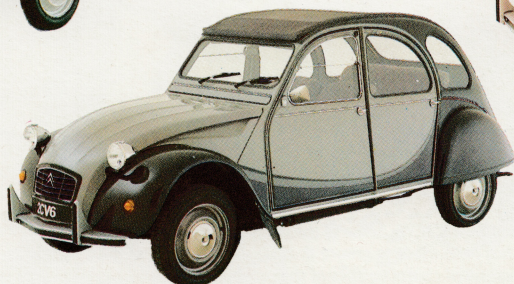
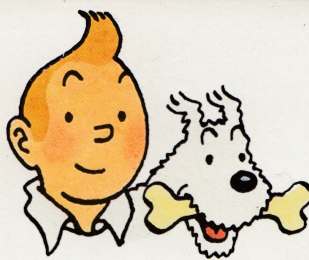
As falling rocks seal the cave forever, the 602cc engine reverses the 2CV swiftly out of trouble. Thinking that he's found his long-lost master, the parrot flies after them.



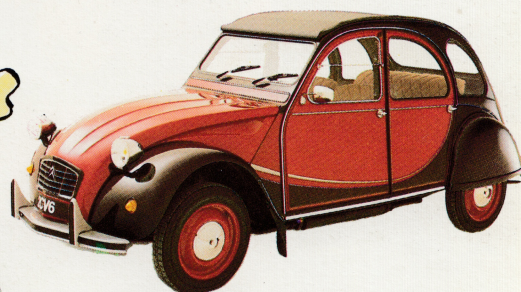
Believing the treasure has appeased the spirits in the cave, the chief bids them go in peace.



2CV6 SPECIAL



2CV6 CHARLESTON

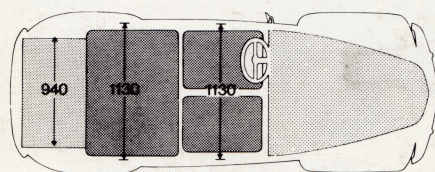
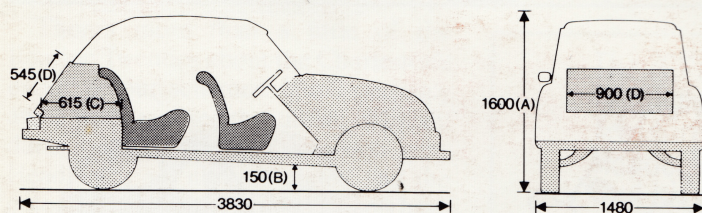


2CV6 CHARLESTON

2CV6 SPECIAL/
2CV6 CHARLESTON

Engine	
Number of cylinders	2
Cubic capacity	602cc
Bore and stroke	74mm x 70mm
Compression ratio	8.5:1
Horsepower	29hp (DIN) @ 5750rpm
Torque	29ft/lbs (DIN) @ 3500rpm
Cooling system	Air
Transmission	
Gearbox	Manual
Number of gears	Four forward gears, synchromesh (limited on first)
mph per/1000 rpm in top gear	12.6
Clutch type	Single dry disc cable operated
Steering	
Type	Rack and pinion
Turns to lock	3.25
Turning circle between kerbs	35ft 1ins
Brakes	
	Hydraulically operated inboard discs at front. Outboard drums at rear. Parking brake acts on front wheels using separate pads.
Suspension	
	All independent interconnected front to rear. Hydraulic shock absorbers.
Tyres	
	125-15X Michelin
Electrical equipment	
Ignition type	Mechanical
Battery	12V 12S/25 Ah
Alternator	390 watts
Interior capacities	
Seating capacity	4 Adults
Boot capacity	78 cu.ft (220dm ³)
Weights	
Kerb weight	1290lbs (585kg)
Payload/max. load	760lbs (345kg)
Official Government test fuel consumption figures	
Urban cycle	41.5mpg (6.8L/100km)
Constant 56mph (90km/h)	52.3mpg (5.4L/100km)
Constant 75mph (120km/h)	Not tested
Fuel tank capacity	
	5.5 gallons (25 litres)
Performance	
Maximum speed	71.5mph
Standing 400m (secs)	22.7
Standing 1000m (secs)	44.5
0-62 mph (100km/h) (secs)	N/A
Towing weight (with brakes)	881lbs (400kg)

All measurements in millimetres.



- A Empty
- B Loaded
- C Floor Length
- D Door Opening

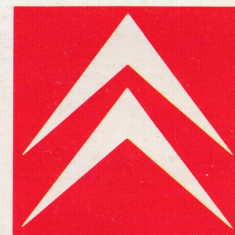
2CV6
SPECIAL

2CV6
CHARLESTON

Dashboard	
Total mileage recorder	<input type="radio"/>
Low battery charge warning light	<input type="radio"/>
Rear fog lamp warning light	<input type="radio"/>
Audible indicator warning	<input type="radio"/>
Low engine oil pressure warning light	<input type="radio"/>
Low brake fluid warning light	<input type="radio"/>
Warning light test button	<input type="radio"/>
Hazard warning lights	<input type="radio"/>
Driving safety equipment	
Inertia reel front seat belts	<input type="radio"/>
Rear fog lamp	<input type="radio"/>
Day/night rear view mirror	<input type="radio"/>
Internally adjustable headlamps	<input type="radio"/>
Rear seat belts	<input type="radio"/>
Comfort and trim	
Front air vents	<input type="radio"/>
Removable seats	<input type="radio"/>
Ashtray front	<input type="radio"/>
Courtesy mirror beneath front sun visor	<input type="radio"/>
Adjustable front sun visors	one
Interior courtesy light	<input type="radio"/>
Adjustable separate front seats	<input type="radio"/>
Seat upholstery	cloth
Sunroof (matched to body colour)	<input type="radio"/>
Enlarged boot opening	<input type="checkbox"/>

☐ Standard ☐ Accessory

**The information given
in this brochure
concerns only Citroën models
sold in United Kingdom**



NOTE: This brochure is intended to show the general appearance of the Citroën 2CV6. Some of the photographs depict left hand drive vehicles whose specification may not necessarily conform to vehicles imported into the United Kingdom. However, every endeavour has been made to ensure that the information and details contained in the text of this brochure were accurate as of 31st July 1988. The company however reserves the right, while preserving the essential characteristics of the models described, to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary to improve the models described or for any other reason of a constructional or operational nature. Every effort will be made to bring the brochure up to date from time to time but to avoid any misunderstandings any person interested should enquire of the company or its agents as to whether there have been material alterations since the date of the issue of this brochure.

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